

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

THE SUPERINTENDENT

Copy from

FILE 143

MONTHLY

REPORT

for

J u l y,

1919.



DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

OF THE SUPERINTENDENT

August 10, 1919.

The Director,
National Park Service,
Washington, D. C.

Sir:

I have to submit report on conditions in Yellowstone National Park covering the month of July, 1919, as follows:

GENERAL CONDITIONS:

The month of July was unusually hot and dry. There was but .80 inch of rainfall, which was .38 inch less than normal; and the showers that came were so light that they were of but little real benefit. The monthly mean temperature was 64.8, which was 3.3 degrees warmer than normal for July. This general condition, following similar conditions in June, made it extremely hard to keep the dust down by sprinkling, and added greatly to the danger of starting forest fires by carelessness on the part of travelers. But by unusual effort the roads were kept in such condition that complaints of dust and roughness were few. A great number of small fires were extinguished, and several of them gained considerable headway, threatening at times to be disastrous; but they were finally subdued without at any time interfering with travel in the park.

Travel.

As will be noted by the statistics on travel given under III (d) of this report, the travel for the month of July, and for the season, has broken all records. While there were some complaints of poor roads leading to the park, especially from the west between Ashton, Idaho, and the western entrance, and some of lack of accommodations for private motor tourists along the route and in the park, these have not been serious enough to affect the travel to the park to any extent and tourists are continuing to arrive, both by rail and in private cars, at an unprecedented rate. The public is being well cared for, taking into consideration the fact that every hotel, camp, and camping site are crowded.

Labor and supply markets.

Serious trouble has not been encountered in securing sufficient labor for the carrying on of improvement and maintenance work in the park, though it has been necessary to keep in touch with several employment bureaus to keep our crews filled up. But the transportation, hotel, and camping companies have had considerable trouble in keeping their employees, and strikes among them have been threatened on several occasions. In some cases they have had to increase wages or make other concessions to employees to keep business running.

Supplies are in some cases difficult to get for quick deliveries, and the prices are high. The amount of work accomplished is necessarily smaller on account of the high prices; therefore the appropriations based on estimates made under conditions of previous years are not so effective as formerly.

II. PERSONNEL:

Employees.

On July 1st there were 258 employees under this office; on July 31st there were 273. Below is given a list of employees, with class of work performed by each, exclusive of such temporary workers as laborers, teamsters, truck drivers, cooks, etc.

<u>Name.</u>	<u>Class of work performed.</u>
Assistant Superintendent:	
<i>Supt.</i> Chester A. Lindsley	Acting Supt. in absence of Mr. Albright.
Assistant Engineers:	<i>Status for one 1-2 hrs. all day</i> In charge of section of road work.
Arthur W. Burney	ditto.
Clair H. Conrick	
Robert L. Filtzer	Office engineering. <i>4 spec drawings</i>
Blacksmiths:	
William J. O'Laughlin	General blacksmithing and horse-shoeing.
Frank L. Plumlee	General blacksmithing.
Clerks:	
Leroy Hill	Disbursing agent and purchasing clerk.
Jacob P. Bower	Vouchers.
Andrew R. Edwin	Orders and proposals.
Clarence O. Lauer	Payrolls and timekeeping.
L. M. MacRae	Information and general clerical work.
Walden H. Pendell	Cost clerk, and in charge of transportation and storehouse.
Alexander C. Wiley	Stenographer, files, revenues.

Revised

<u>Name.</u>	<u>Class of work performed.</u>
Electricians:	
George P. Younger	In charge of power plant.
Albert Collins	Assistant in power plant.
James Kent Erwin	ditto.
Buffalo Herder:	
Ralph V. Harr	Work with tame buffalo herd.
Buffalo Keeper:	
Burton C. Lacombe	In charge of tame buffalo herd.
Foremen:	
Lewis L. Hill	In charge of section of road work, and in absence of Mr. Goodwin in charge of all engineering work in park.
V. C. Conohan	In charge of road maintenance crew.
R. E. Driscoll	ditto.
Charles W. Enochs	"
John A. Evans	"
William H. Ferrell	"
G. L. Henderson	"
Fauntley E. Muse	"
James B. Small	"
Deate T. White	"
Harry McFarland	Stable foreman.
Handyman:	
Charles A. Brant	Work in commissary rationing crews, etc.
Linemen:	
Eri A. Allan	In charge of telephone system.
Hans Larsen	In charge of telephone maintenance crew.
Master Mechanic:	
Bert L. Stinnett	In charge of shops.
Mechanics:	
A. B. Crim	In charge of auto and truck repair shop.
H. H. Highhouse	Repairing automobiles and trucks.
R. G. Horner	Repairing and driving trucks.
Plumber:	
Harold M. Jones	In charge of general plumbing at hdqtrs.
Telegraph and telephone operators:	
Nellie Roach	Telephone switchboard operator.
Ralph L. Shultz	ditto.
Nathan E. Sandel	Telegraph operator and general clerical work.
Rangers:	
Assistant Chief Rangers:	
James McBride	Acting Chief Ranger, in charge of ranger force.
James P. Brooks	In charge of ranger work in southern section.
Charles J. Smith	" " " " " " western " .
Harry Trischman	" " " " " " at headquarters.

Revised

Name.
First-class Park Rangers:

Henry Anderson
Court B. Dewing ✓
Peter Lawson ✓

Raymond G. Little
Thad C. Pound
Roby Roy Wisdom

Park Rangers:

George T. Dustman
William Wiggins
Whitney N. Seymour

Howard Turner
Gene S. Confarr
Thomas Clark

Albert L. McLaughlin
Joseph Douglas
Frank B. Richards
Frank J. Winess
James Russell
George E. Owen
Elmous M. Mead

George Winn
Bert S. Reese
E. F. Cushman
Dean M. Hausseman

Ford Purdy
Fred J. Townsend
Norman W. Scherer
Sam Hurless

George R. Clemons
Wendell M. Bishop

Roger C. Goode

Harold L. Woods

Class of work performed.

In charge of trail crew. *4 park train fighters, for*
In charge of Fountain station.
Looking after exhibition herd of buffalo
at headquarters.

In charge of Lake station.
In charge of Gardiner station.
In charge of Sylvan Pass station.

On duty in chief ranger's office.
Repairing motorcycles.
Patrolling formation and auto camps at
Mammoth Hot Springs.

ditto.

ditto.

Formation patrol at Mammoth and motorcycle
patrol.

Checking automobiles at Gardiner station.
In charge of Gallatin station.

Fire patrols from Gallatin station.
In charge of Bechler station.

Fire patrols from Bechler station.
In charge of Tower Falls station.

Assisting Owen in regulating traffic and
making fire patrols.

In charge of Soda Butte station.

Assisting Winn in making fire patrols.

In charge of Norris station.

Assisting Cushman in patrolling formation
and making fire patrols.

In charge of Riverside station.

Assisting Purdy in making fire patrols.

In charge of Yellowstone station.

Assisting Scherer in checking autos and
patrolling auto camps.

Assisting Scherer in checking autos and
patrolling auto camps.

Assisting Dewing at Fountain station in
formation patrols, fire patrols, and regu-
lating traffic.

Assisting Little at Lake in making fire
and auto camp patrols.

ditto.

Revised

<u>Name.</u>	<u>Class of work performed.</u>
Park Rangers:	
J. W. Eline	In charge of Snake River station.
William N. Purdue	Assisting Eline in checking autos and making fire patrols.
Carroll W. Boatwright	In charge of Thumb station.
William C. Troutman	Assisting Boatwright in patrolling formation and regulating traffic.
Laurence Mazzanovitch	In charge of Upper Basin station.
William H. Harrison	Assisting Mazzanovitch in regulating traffic and formation and camp patrols.
Charles H. Watkins	ditto.
George F. Ingersoll	ditto.
Louis Druskin	Assisting Wisdom at Sylvan Pass checking automobiles and making fire patrols.
Fred J. Kintner	ditto.
James N. Dupuis	In charge of Canyon station.
Oron L. Snow	Assisting Dupuis in regulating traffic and making auto camp and fire patrols.
Nelson J. Howard	ditto.
L. Dow Nichol, Jr.	ditto.
Roy T. Frazier	Motorcycle patrols.
Eivind T. Scoyen	ditto.
Glyde E. Roney	ditto.
John L. Tyler	ditto.
Ernest S. Matthew	ditto, beginning July 25th.

A few of the above employees were not employed during the entire month, but as the dates of entrance on duty and resignations of employees are already on file in your office, it is not deemed advisable to include such a mass of details in the above list, especially in view of the fact that this information is given also in other paragraphs following. The above list is correct for the greater part of the month, and, with a few exceptions, is absolutely correct for the entire month.

In addition to the employees named above, the following list of such temporary workers as laborers, truck drivers, etc., were employed as follows:

	<u>On July 1st.</u>	<u>On July 31st.</u>
Truck drivers	6	9
Laborers	88	91
Teamsters	38	41
Special laborers	18	18
Carpenters	3	3
Cooks	5	11
Waiters	3	7
	<u>161</u>	<u>180</u>

*Wylie
revised*

Leaves of Absence.

During July annual leave was granted as follows:

Nellie Roach, Telephone Switchboard Operator, July 1st to 8th, inclusive, 6 days.

George Younger, Electrician, July 7th to 31st, inclusive, 22 days.

Appointments and Promotions.

The following appointments became effective during the month of July:

Chester A. Lindsley, Asst. Supt., \$2500 p.a., effective July 1st.

James B. Small, General Foreman, \$1920 p.a., effective July 1st.

H. H. Highhouse, Automobile Mechanic, \$120 p.m., effective July 12th.

A. B. Grim, Automobile Mechanic, \$120 p.m., effective July 12th.

Frank L. Plumlee, Blacksmith, \$4.40 p.d., effective July 12th.

Wendell M. Bishop, Park Ranger, \$100 p.m., effective July 12th.

Lewis L. Hill, Foreman, \$1800 p.a., effective noon of July 16th.

Ed J. Hanson, Park Ranger, \$100 p.m., effective noon of July 16th.

Bert L. Stinnett, Master Mechanic, \$1680 p.a., effective July 22nd.

Emmet S. Matthew, Park Ranger, \$100 p.m., effective July 24th.

Vacancies.

The following vacancies existed at the close of the month:

- 1 Chief Ranger
- 1 Assistant Buffalo Keeper
- 1 Electrician

It is advised, after a discussion 16th
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demanded 2 better & 1 det. > from

III. WORK COMPLETED:

(a) Construction of Physical Improvements.

No construction work of consequence was done during the month. However, the contractor for the under-pass bridge near Sylvan Pass at the end of the month was on the ground making preparations for the beginning of work.

(b) Maintenance and Repair of Physical Improvements.

In general, the road and bridge work consisted of light repairs. The nature of this work was mostly light grader work and filling of ruts and chuck holes by small crews--with particular attention to the main belt line. All roads have been repaired, with the exception of the road south of Snake River and the Cooke City road east of the Yellowstone River, but these roads will soon be repaired by crews working in these directions.

Due to the extreme dryness and heavy travel, the roads became rutted and very dusty. Where conditions were the worst graders removed the dust, giving the sprinklers an opportunity to control the situation. This proved the only method of successfully getting rid of the dust; and, with the aid of the rains of July 29th and 30th, the roads are greatly improved.

After the rain, as soon as conditions would permit, drags were used on the dirt roads.

All sprinkler tanks have been repaired and are in use where water is available.

Very few bridge repairs have been made. The long steel bridge across the Gardiner River, two miles from Mammoth on the Cooke City road, was painted, and also the steel bridge across the Yellowstone on the Cooke City road. Many small wooden culverts have had minor repairs. One 20-foot span log bridge was rebuilt at the Upper Basin station.

There are three larger maintenance crews, each of about 20 men, doing improvement in various parts of the park. One crew at Norris commenced graveling the first mile north of Norris, on the Norris-Mammoth road, on July 26th. A deposit of gravel was located which will prove better road surfacing than the old pit. Maintenance of roads in the immediate vicinity necessitated deferring the graveling until the latter part of the month.

The work of widening the road and filling over culverts on the Dunraven Pass road will be delayed until the first part of

August, owing to the difficult task of moving the steam shovel over the narrow road and old wooden bridges.

The east entrance road is in very good condition, and a crew is now employed in backfilling new bridges and repairing washouts to cribbing occurring in previous years.

The work of closing and sealing up the two ports in the Gardiner Arch for a checking station is about 50 per cent finished.

The shops at headquarters were mainly occupied in placing sprinkler tanks on the two 5-ton trucks, and repairing machinery in use.

The small crew with pack train engaged in clearing out and making slight repairs to trails worked during the month from the Cody road near Lake Butte, south to the Upper Yellowstone, over the Upper Yellowstone Trail, thence west to Snake River Station over the South Boundary Trail, clearing out trees and making such slight repairs to grades and corduroys as are necessary to make the trails passable for pack trains. Total mileage covered, about 115 miles. After July 21st, this crew and pack train were used to assist in fighting a forest fire near the southwest corner of the park.

Repaired 8 mi trail between Slough Creek and Hill-Booming and went over the Slough Creek trail, about 15 mi.

Engaged in A second small crew under Park Ranger Henry Anderson was organized for trail repairs and maintenance, on July 19th, and from that date to the end of July went over and repaired the Willow Park-Riverside Trail, and the Riverside-Fountain Trail, a total of about 54 miles. *repaired this trail from Lone Star to about to*

27th A special laborer was employed throughout the month keeping the field at the northern entrance watered, and the prospects seem good for procuring a crop of hay to be cut for wild animals. Another man irrigated the fields at the Buffalo Farm, and another worked at Yancey's watering the meadows in that section with a view to cutting as much hay as possible, for winter use. A small crew was employed at the Buffalo Farm, getting out posts and repairing the fences around the lower buffalo pasture.

when the water was turned off. Preparation to cutting the hay crop for hay

Trail work, and in several instances road work, was interfered with on account of forest fires, as it was necessary to take men from any source where they could be procured to hold the fires within bounds.

A small crew with a light truck was employed during the month in cleaning public camps and other sanitary work, but this work was also interfered with on several occasions to take care of forest fires.

(c) Miscellaneous Improvement Work.

The park concessioners had more than they could do to attend to the wants of travelers without doing anything in the way of improvements, or maintenance beyond what was absolutely necessary.

(d) Service to the public.

As will be noted from the inclosed Chief Ranger's Monthly Travel Reports, a total of 24,090 tourists visited the park during the month, as compared with 6,580 in June, 1919, and 8,084 in July, 1918. The inclosed Travel Reports show the number of people entering the various gateways in privately owned automobiles and by other means of private conveyance for this month, last month, July of last year, and during this season to the end of July.

* Below is a statement of the paid privately owned automobiles entering the park by the different gateways, given by states in which licensed:

<u>State.</u>	<u>North.</u>	<u>West.</u>	<u>East.</u>	<u>South.</u>
Arkansas		2	3	
Arizona	1	7	2	10
Colorado	9	27	108	
California	35	98	30	5
Connecticut		1	3	
Delaware			1	
Florida	2	1	2	
Georgia		2	1	
Illinois	26	9	36	1
Indiana	2		12	
Iowa	24		59	2
Idaho	18		4	104
Kansas	4	465	55	2
Kentucky			1	
Louisiana		2	5	
Montana	671	333	115	2
Maryland	1			

<u>State.</u>	<u>North.</u>	<u>West.</u>	<u>East.</u>	<u>South.</u>
Massachusetts	2	3	5	1
Maine		10		
Michigan	9	1	12	3
Mississippi		8		
Missouri	3	14	34	
Minnesota	28	2	12	
New York	12	4	11	
New Mexico		1	6	
New Hampshire	1	1		
New Jersey	1	2		1
Nevada	1	15		
Nebraska	15	7	114	7
North Dakota	70	6	16	1
Oklahoma	1	14	39	1
Ohio	24	5	28	1
Oregon	40	67	5	1
Pennsylvania	9		8	
Rhode Island	1			
South Dakota	38	3	28	
Texas	3	8	28	1
Tennessee		1	4	1
Utah	9	348	3	57
Virginia	1			
Vermont	1		1	
Washington	117	71	23	1
Wisconsin	40	3	13	1
Wyoming	16	17	340	44
West Virginia			2	
District of Columbia	2	2		
CANADA	<u>22</u>	<u>16</u>	<u>5</u>	<u>247</u>

Total for The month
Season 1259

1576

1174

247

The number of guests registering at the permanent camps and hotels was as follows:

	Mammoth:		Upper Basin:		Canyon:	
	<u>Hotel</u>	<u>Camp</u>	<u>Hotel</u>	<u>Camp</u>	<u>Hotel</u>	<u>Camp</u>
July, 1918	*	2496	*	3269	*	3615
July, 1919	5881	5583	6498	6421	10478	6751
June, 1919	1448	1174	1705	1516	2805	1427

During this month we have no accurate records of the number of people using the public camp grounds, ~~we get them out from the best information we have it is found that about~~

* Hotels were not open in 1918.

IV. WORK IN PROGRESS:

General maintenance and repair work is in progress as given under division III.

V. WORK BEGUN:

The only project of importance, outside of the regular maintenance and repair work, on which work was actually begun during the month was the graveling of about 5 miles of road, beginning near Norris on the Norris-Mammoth road. This work was not begun until the latter part of the month, and accordingly but little has been accomplished as yet.

VI. PLANS, OR PROPOSED WORK:

The Plans for proposed work include, in addition to the work already in progress of repairs and maintenance of roads, bridges, trails, and other improvements, and repairs and maintenance of buildings, water and sewer systems, electric light and telephone systems, and sanitation, the following:

Development of several additional sites for public camps, at convenient points near the belt road, by clearing away the brush, constructing cooking grates, providing good water, wood, and sanitary facilities, and cleaning public camps, at a total cost of about \$3,000.00, including the cost of keeping the public camps cleaned up during the remainder of the fiscal year.

Widening the belt road from Dunraven Pass to Tower Falls, about four miles, as provided for by Congressional allotment, at a cost of not more than \$25,000.00.

Construction of a bridge across the Buffalo Fork of Snake River in the Teton Forest south of the park, as provided for by Congressional allotment, at a total cost of not to exceed \$15,000.00.

Putting up 400 to 500 tons of hay for subsistence of tame buffalo and other animals, amount depending upon the amount of good hay that can be procured without excessive cost from the meadows that are under cultivation and from the wild meadows on Slough Creek, Yanceys, and in the vicinity of the Buffalo Farm, at a cost of \$3,500.00 to \$5,000.00.

*Sowing to timothy for hay about 100 A
of ground previously plowed on Lamar
Revised
-11-
Repairing and supplying snowshoe cabins, for
use of winter parties.*

VII. POLICIES:

No new administrative policies were adopted, nor were important changes made in policies that have been followed in the past.

VIII. COST OF OPERATION:

Due to the remoteness from headquarters of several of the crews engaged on maintenance and improvement work, it has been found impracticable at this early date to have a complete record of the cost of maintaining the park during July. It is hoped, however, that the difficulties in connection with obtaining such a record may be overcome, and that such a statement can be incorporated in future monthly reports.

IX. OTHER MATTERS OF INTEREST:

Game Animals and Fish.

All animals seen were reported in good condition, and there is still plenty of good grazing in the mountains. The prospects for a winter supply of hay are not very good, and hay purchased in the market will be very high. Arrangements are being made to cut as much hay as possible in the park for the tame buffalo, wild animals, and for domestic stock. A small band of cow elk noted on Mary Mountain had with them 75 per cent of their own number in calves. Wild animals, including elk, deer, antelope, and bears, were frequently seen by travelers. Bears were plentiful around all hotel and camp dumps, and much trouble is constantly experienced by our rangers in keeping people from feeding them. Four bears which had become dangerous had to be killed during the month.

Many tourists enjoyed the fishing along the roads, and a few who were anxious to get good fishing took time to visit places remote from the regular tourist routes, where excellent fishing can be had. Dr. H. M. Smith, United States Fish Commissioner, has been in the park since July 8th, engaged in a careful examination of the conditions as relating to culture of fish and stocking park waters, and has been assisted in this work to the greatest extent practicable by this office. Notices were posted stopping fishing for the time being in the waters in the southwest corner of the park, on July 22nd, on account of a forest fire in that vicinity, started in the very dry timber by a party of fishermen.

Tame Buffalo Herd: A total of 81 calves have been born in the herd this season, and there are prospects of still a few

more. This makes a present total of 410 animals in the herd. The main herd has been kept on Mt. Norris and other heights during the summer, as feed in the valleys is short and it is essential to save what there is for winter forage. At least one-half of the tourists visiting Mammoth go to see the show herd kept here for that purpose.

Arrests and violations of the law.

Violation of the park regulations, especially those pertaining to use of the roads, and carelessness in regard to starting fires by leaving camp fires burning and by discarding matches, cigar and cigarette stubs, were numerous. Many of these relative to speeding and carelessness in driving automobiles were reported and corrected. Complaints that drivers violated the speed regulations and those relative to turning out, sounding horns, etc., were many, especially against the drivers of the passenger cars of the Yellowstone Park Transportation Company. Sometimes drivers were let off with a warning; sometimes they were peremptorily discharged; and in the most flagrant cases, where evidence was sufficient, they were taken before the United States Commissioner and tried. This method of handling them, together with the constant efficient patrols of rangers on motorcycles, has had its effect, and during the past few days violations have been less frequent. The following is a list of arrests made during the month of July:

<u>Date.</u>	<u>Name and address.</u>	<u>Offense.</u>	<u>Punishment.</u>	<u>Arresting Ranger.</u>
July 4	J. P. Fitzgerald, San Jose, Cal.	Leaving fire.	\$5 & costs	Cushman
7	Maurice Hazelgrove, Butte, Mont.	Speeding	10 & costs	Tyler
7	E. Thomas, Butte, Mont.	"	ditto	"
10	F.G. Johnson, Oakesdale, Wash.	Leaving fire	5 & costs	Cushman
19	Bert Huffman, Great Falls, Mont.	" "	ditto	Tyler
19	Glenn Miller, Baker, Ore.	" "	ditto	"
16	O.F.D. Mosmann, McKeesrocks, Pa.	Writing name on Old Faithful	Reprimanded by Asst. Supt.	Harrison
21	Charles Taylor, Elyria, Ohio	Speeding	\$25 & costs	Frazier
25	A.K. Thompson, Rexburg, Idaho	"	ditto	Bishop
26	Wm. Moran, Washington, D.C.	"	Reprimanded	"
26	J.W. Kinbrough, Dallas, Texas	Leaving fire	\$5 & costs	Frazier
26	B.A. Badgett, Forney, Texas	" "	ditto	"
28	O.E. Mellotte, Livingston, Mont.	Speeding	\$10 & costs	Scoven
28	F.S. Bonnell, Livingston, Mont.	"	ditto	"

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On July 30th one of the 10-passenger automobiles of the Yellowstone Park Transportation Company overturned with a party of seven passengers, about $1\frac{1}{2}$ miles south from Madison Junction. Three of the seven occupants were badly bruised. The case was carefully investigated, and it was evident that the accident was a direct result of fast driving around a double curve. The driver was tried before the United States Commissioner on August 1st and 2nd, and fined \$100 and costs.

Forest Fires.

Every effort was made by the ranger force to caution all parties against careless use of fire, but notwithstanding this there were about 100 camp fires left by tourists which were put out by rangers; and, in addition to these, there were quite a number put out by tourists and others in the park. In nine cases the fires got a considerable start, and it cost considerable money and much effort to hold them from spreading to the dangerous point. This, however, was accomplished, and no serious results have been had from forest fires. Recent rains have soaked the forests until the danger is not so great. The following shows the location, date and general extent of the nine fires that threatened to become serious:

<u>Location.</u>	<u>Date.</u>	<u>Extent.</u>	<u>Cause.</u>
Fall River	July 21	11 acres	Fishing party
Pitchstone Plateau	30	3 mi. around	Lightning
Near Thumb station	22	small	Camping party
Slough Creek	24	small	" "
Spring Creek	10	40 acres	Unknown
Kepler Cascades	20	3 acres	Camping party
Kepler Cascades	21	2 acres	" "
Gibbon Meadows	26	1 acre	Unknown
Near Canyon Hotel	24	small	Camping party

Complaints.

A large number of complaints were filed, most of them of a verbal nature, but this must be expected with the most unusual amount of travel. Corrections were applied in all cases where possible. The basis of the most of the complaints were as follows: (1) The crowded condition of the hotel and camp at the Canyon, where it has been necessary for the management to turn people away many times for lack of room to care for them. This can only be avoided by the furnishing of additional facil-

to out

ities at Canyon by enlarging the hotel and camp, or by opening the Lake Hotel and camp, which would take much of the congestion from the Canyon. It is now too late in the season to do this.

(2) The disregard by drivers of cars of the Yellowstone Park Transportation Company for private cars and the rules of the road. The paragraph in automobile rules and regulations which gives the "Yellow cars" the right-of-way under certain conditions is constantly misinterpreted by the drivers; and they have been so inconsiderate of other cars that they have gained a reputation for miles around. They have been checked so far as possible by warnings from our ranger force, and by trial before the United States Commissioner where evidence was sufficient, and the conditions have somewhat improved. The matter of correcting faults which come out in connection with the complaints of poor service or insufficient service at hotels and camps, of minor infractions of the regulations by drivers, and other public service which requires the hiring of a considerable force of employees, is more or less hampered by the present independent attitude of "help" in general, which is much worse here from the fact that they have to be brought in from a distance, and the employers are more or less at their mercy with crowds of guests to be cared for.

Accidents and Casualties.

Accidents were few considering the number of tourists who visited the park during the month. Some of the most serious accidents are enumerated as follows:

A small boy with the Massachusetts Forestry Association broke through the formation at Upper Geyser Basin, near Giantess Geyser, where there are several danger signs, on July 8th; and was quite severely, though not dangerously, burned around the feet.

James Baxter Hughes, the four-year-old son of Mr. R. H. Hughes, of Gueydon, La., backed into a small pool of hot water at Thumb of Yellowstone Lake on July 17th, and was so badly burned that he died of the shock during the following night. He was traveling with his grand-parents.

A ford car overturned into Tower Creek near the bridge on July 30th, from careless driving. Occupants were severely shocked, but otherwise not seriously injured.

The Camping Company's truck overturned on the road between Gardiner and Mammoth on July 29th, without injury to the driver.

A ten-passenger car belonging to the Transportation was turned over about 1-1/4 miles south from Madison on July 30th, and three of the seven passengers were severely injured. This happened through fault of the speeding around a double curve. He was tried for violating regulations and fined \$100 and costs.

The same evening one of the drivers took a ten-passenger car from the garage at Upper Basin and took a load of employees "joy-riding". While speeding the car left the road, ran into a telegraph pole, broke down a tree, and broke the arm of the chaf from Old Faithful Inn. This man was summarily discharged.

Special Visitors.

Among the special visitors who came to the park during July may be mentioned Dr. H. M. Smith, U. S. Commissioner of Fisheries, who arrived July 7th and spent the balance of the month in studying fish cultural work in the park. Mr. Homer Cummings and party, July 15th to 19th. Doctor S. B. Muncaster, of Washington, D. C., July 24th to 29th. Mr. and Mrs. Marshall Langhorne, July 5th. Massachusetts Forestry Association under leadership of Mr. Reynolds, Secretary of the association; and Mr. Babcock of the American Express Company, July 4th to 10th. Travel Club of America under leadership of Mr. Hyle, one of the conductors for the American Express Company, July 24th to 29th. Mr. and Mrs. Chauncey J. Hamlin of New York, July 24th. Mr. Hans Sulzer, Envoy Extraordinary and Minister Plenipotentiary of Switzerland, and party, July 25th to 30th. Mr. Raymond Agnel, operator for C. L. Chester of New York, taking moving pictures since July 30th, under permit dated July 15th.

X. RECEIPTS AND REMITTANCES:

The usual report of monies collected, due, transmitted, etc., together with money orders and checks, totaling \$434.90, as called for in the reports on Forms 10-59 and 10-60, is inclosed. Please acknowledge receipt. During July and the first part of August there was transmitted to the Service license and motor vehicles fees for July to the extent of \$31,934.10.

Very respectfully,

Horace M. Albright,
Superintendent.

Incls.